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## 1st FAI WORLD AIR NAVIGATION RACE CHAMPIONSHIPS

11th SEPTEMBER TO THE 17th SEPTEMBER 2017

CASTELLON AIRFIELD, SPAIN

From: Maurice Ducret, International Chief Judge

Location: 2017 GAC Plenary Meeting, Paris

First of all, I would like to say that for me personally a dream came through! Finally after many years of development, discussions, tests, advertising ANR did take-off into the international competition circus! Thank you to the friends of Spain which make the dream finally real!!! It was a great honor and pleasure for me to act as International Chief Judge at the 1<sup>st</sup> World Air Navigation Race Championships!

### General

We, means Heinrich Schwalder (President of the International Jury), Lorenz Egli (Int. Chief Judge Assistant) and myself, arrived at Valencia, Thursday, the 7<sup>th</sup> of September and we were picked up by Jesus Más and Pedro Cabañero and taken to the Airfield Castellon.

After taking a first glance we organized a short briefing to see what's already well prepared and what needs to be covered the following days. In between we received a demonstration of the own developed ANR scoring and live transmitting software of the Spanish friends. We were deeply impressed what Jesus and his Team did achieve during the last months! During this first briefing we addressed tasks (Organization & Software related) which had to be done / closed before the first competition day. All the tasks were accomplished right before the first competition day!

The Championship Director Jesus Más and C.D. Deputy Pedro Cabañero with their Team of ANR helpers and volunteers prepared and organized everything very well and in time to make the 1<sup>st</sup> WANRC an unforgettable event!

### Participants

In total 32 Teams consisting of Pilot and Navigator from 14 Countries were participating the 1<sup>st</sup> WANRC in Castellon, Spain.

### Accommodation and meals

All the Teams and the Organization were in the same hotel very close to the airport located. Breakfast, lunch and dinner were served at the hotel. All meals were of a very good standard and quality and a wide selection of food was provided.

The Judges briefing as well as the General briefing were held in the Hotel Lobby. The Gala Dinner took place at the Airfield.

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## Transportation

During the Competition transportation was not necessary the Hotel was close to the airfield and could easily be reached just by a few minutes of walk.

## Ceremonies

The opening ceremony took place on the airport of Castellon with the standard Program according to the FAI procedures. The Championship Director Jesus Más and C.D. Deputy Pedro Cabañero introduced the various speakers from the local Aero-club and Guests of honor from the region, which then gave their speeches.

The GAC President Rodney Blois officially opened the 1<sup>st</sup> FAI WANRC 2017, with the required FAI Flag and the Anthem of the FAI.

The Medal Ceremony was presented to the winners at the airfield and the GAC President Rodney Blois closed officially the 1<sup>st</sup> FAI WANRC.

## Airfield facilities

All necessary facilities e.g. Planning-room, Debriefing-room, etc. were supplied and in good condition.

All sign & information boards were clearly marked and regularly updated. Everything was very well organized and carried out by an excellent staff. All were very helpful and friendly!

All Competitor- and General-information were well displayed at the Airfield as well as most of the time also on the Internet <http://www.wanrc2017castellon.com/>.

A huge Tent was built up and equipped with 3 large Screens. All Races could be followed on the Screens but not only even with Smartphones, Tablets, and all kind of Electronical devices.

## Training and Competition

During the training days were two routes available. The decision was taken to select crews which will fly the routes with tracker equipped. The reason why was to test and validate the scoring software during the training days. The results showed that the software is working properly and according the rules.

Four stages had to be flown one stage per day. And the crews were divided into groups which were rotating in sequence once a day to make the stages finally "equal" for every crew. After the four stages the best four crews with the lowest penalty points summarized from the flown stages were selected to fly the "Final four" stage. The "Final four" stage (Corridor width 0.2NM) was not relevant for the final ranking.

The stages had different corridor widths: 1<sup>st</sup> Stage 0.3NM, 2<sup>nd</sup> Stage 0.3NM, 3<sup>rd</sup> Stage 0.25NM and the 4<sup>th</sup> Stage 0.25NM.

The first competition day we had a judge and helper briefing to set up and define the duties and functions of each one. At the second day it was no longer needed to have a briefing. The International Judges and helpers were so expired, motivated, pro-active and self-organizing so it was a big pleasure for me to work with such a professional team!

The debriefing of each crew were held directly after their landing in the debriefing room. The crews received their individual results with the help of a big TV screen under the direction of the Scoring Manager Juan Ramon Alvarez and the IT specialist Kiko. The GPS loggers were kept till the stage was closed there was no paper hand out of the results. Most of the crews found this kind of debriefing very cool and professional. Thank you again Juan and Kiko for the great job you did!

During the four stages we had more or less the same procedures and timings every day. The daily program could be found on the info board at the Airfield and sometimes the evening before beside the dining entrance door at the Hotel. Right after completion of a stage the preliminary results were hanged out on the info board. After 30 minutes of complain time the final results were published. Just the "Final four" stage had to be shifted to the next morning due to adverse weather conditions. This caused later on some changes for the landing test schedule.

The complaint rate says everything nothing to add I've just to say that the ANR concept is in general working!

*Stage Complaints/Protests: 0 complaints and 0 protests*

The Landing test took place on Saturday right after the completion of the "Final four" stage. Four landings were announced:

- 1 & 2 Landing: Power landing, Circuits must be at 500ft QFE (touch and go & full stop)
- 3 & 4 Landing: Forced landing, Abeam the zero line, the engine is throttled back to idle power. Use of Flaps at Pilots discretion. Circuits at 1'000ft QFE. (touch and go & full stop)

Unfortunately the German electronic landing system was not available and so we had to Judge visual and with the usage of the Spanish Camera system.

After the Judge briefing and the installation of the markings and devices beside and abeam the runway the landing test could start. Mostly all pilots followed the procedures and so we had a smooth procedure despite the breaks caused by the parachute jumper plane. Pedro at the radio did a very well job in coordinating the whole traffic! Due to timing reasons we decided just to perform three instead of four landings. The involved judges and helpers did a great job! A special "Thank you" goes to Juan Ramon Alvarez Video scorer he was really fast in handling the video scoring software and so we managed to review tons of landings!

Beside the runway the organizer arranged a podium with a speaker in front and this created a lot of spectators! It was great to listen to him even with my bad Spanish!

As already mentioned we were far behind the schedule and with the incoming complaints afterwards even more so Jesus had to shift the medal ceremony at least twice.

*Landing Complaints/Protests: 5 complaints and 0 protests*

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## Findings / Suggestions

During the 1<sup>st</sup> WANRC we had a lot of fruitful discussions, exchange of ideas and improvements with the organizers, officials and competitors.

Just a few keywords:

- ANR Live is the future of ANR. -> The Spanish version is exactly what we imagined!
- Real Scoring (GPS-Loggers) and ANR live (Trackers). To be handled separately or together in one software? My recommendation for now is to handle it separately just to exchange the common used data.
- The used Qualification set-up just to fly one behind the other and not parallel might attract not all. The feedback I received specially from younger people was that they would prefer parallel flying means to have two up to four tracks and kind of rotating system so that at the end everybody has flown the same tracks.
- Electronic landing systems or similar must become a must nowadays.
- The weighting of the landings for the title of the Top ANR must be reconsidered. The Landings compared to Navigation are rated too weak.

Thank you for all the valuable recommendations and suggestions! We'll address and discuss hopefully most of it during the ANR sub-commission Meeting in Paris.

## Conclusion

The daily work, communication, corporation, planning and interaction between Competitors, Judges, Jury, Volunteers and Organization was fantastic and lead to this success of the 1<sup>st</sup> WANRC!

All the competitors had fun and were satisfied and enjoyed their stay in Castellon, Spain. I hope that they will pass on their experiences and impressions to other Pilots, Friends and Families so that ANR becomes worldwide known!

In my point of view even it's the 1<sup>st</sup> World Air Navigation Race Championships it was well prepared and perfectly organized by the Spanish friends! They did an enormous job and worked very hard before during and afterwards! Thank you my Friends!

## Finally

It was the first Event for my acting as Int. Chief Judge and I was happy to have Heinrich Schawalder President of the International Jury beside me. He supported me with his experience, knowledge and as a really good friend! And Lorenz Egli ICJ Assistant my Personal Navigator and friend since childhood days assisted and helped me and had always a good advice for me. Thank you Heini & Lorenz!



Maurice Ducret

International Chief Judge 1<sup>st</sup> WANRC